

# Washington State Rail Plan Public Workshop

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November 29, 2012

# Agenda

1. Welcome, safety briefing, agenda review and introductions
2. State rail plan overview
3. System inventory preview – freight and passenger rail
4. Vision, goals and objectives of the state rail plan
5. What's next?
6. Adjourn



# Workshop objectives

- Introduce the project vision/goals, timeline and opportunities for public involvement
- Identify vision and goal statement themes; solicit key issues
- Solicit and record feedback from the group

# Introductions

# State rail plan overview

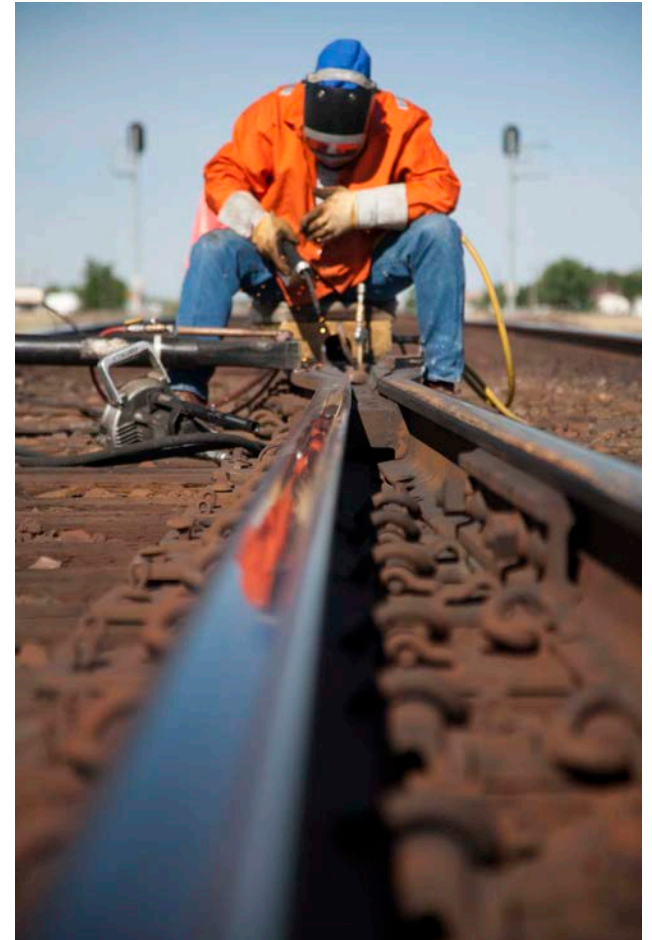
# What is the purpose of the State Rail Plan?

- Fulfills federal and state requirements
- Provides an integrated plan for freight and passenger rail, including 5- and 20-year funding strategies, that meets federal and state requirements
- Serves as a strategic blueprint for future investment in the state's rail transportation system



# Why is the plan update needed?

- Comply with federal and state requirements
- Address policy changes that will require state to fund the operations and maintenance of entire service
- Integrate intercity passenger rail, freight rail, and commuter rail planning
- Serve as a reference for other states and contribute to the National Rail Plan



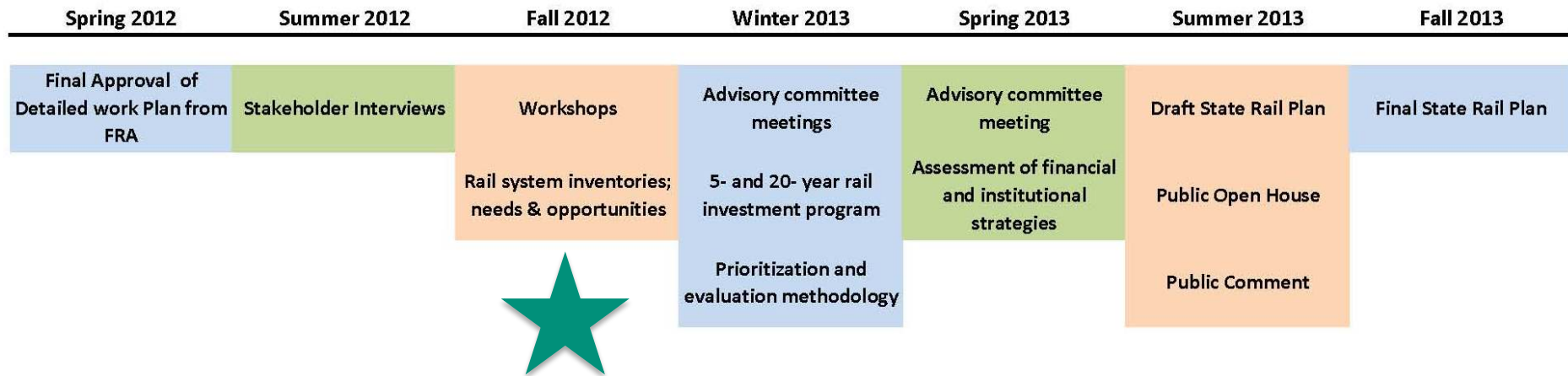


# Plan Methodology

- Establish the vision: *What are we trying to accomplish?*
- Identify strengths and challenges: *In what ways are we achieving the vision? What obstacles are keeping us from getting there?*
- Develop options: *What strategies/projects will help us overcome the obstacles?*
- Evaluate and prioritize: *How well do the strategies/projects work? What are the advantages and disadvantages? How much do they cost? In what ways do the strategies/projects support the vision?*
- Create recommended implementation plan: *How do we implement the changes to achieve our vision?*



# Project Schedule



**Recent public workshops:**  
 October 30 in Spokane  
 October 31 in Seattle

**Small Group Discussion:**  
**What issues do you want to see addressed in the plan?**

**Discussion until:**  
**9:45 a.m.**

# System inventory: freight and passenger

# Freight rail system planning

# Class I Rail Inventory

- 2 Class I Freight Railroads in Washington: BNSF and UP
- Privately owned enterprises
  - Fund their own system improvements
  - Own the majority of the rail infrastructure
  - Cooperate with WSDOT as appropriate for a private company
  - Occasionally partner with the public sector (grade crossings, etc.)

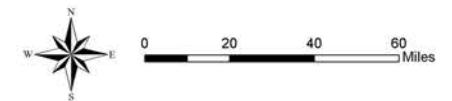
Table: Railroad Operating Characteristics in Washington

Name	Employees	Payroll (Millions of Dollars)	Miles Operated (Incl. Trackage Rights)	Originating Carloads	Terminating Carloads
BNSF	3,382	166	1,633	521,197	693,914
UP	309	23	532	287,714	265,036

# Washington State Rail Key Corridors



## Washington Key Rail Corridors

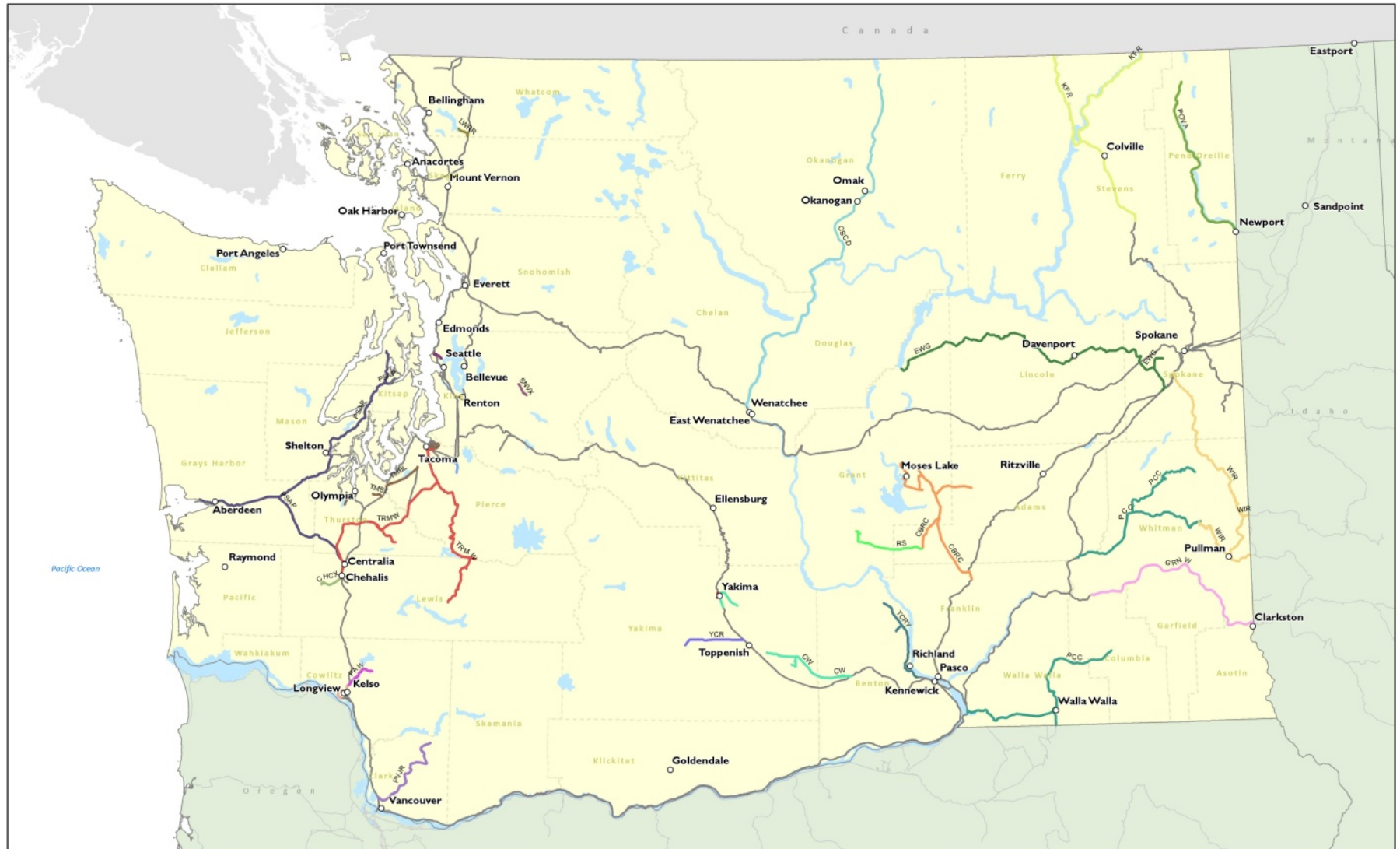


# Shortline Rail Inventory

- Smaller, regional or local railroads (compared to Class I)
- 23 throughout the State
- Mixture of private & public ownership



# Washington State Shortline Rail



## Washington Shortline Rail

Shortlines	CLC	GRNW	PAW	PVJR	TMBL	YVT	UP and BNSF
BDTL	CSCD	KFR	PCC	RS	TRMW		Other Rail Lines Outside WA
CBRC	CW	LWRR	POVA	SNVX	WIR		
CHCX	EWG	MSN	PSAP	TCRY	YCR		

- Cities
- State Boundaries
- Water Body
- County Boundaries



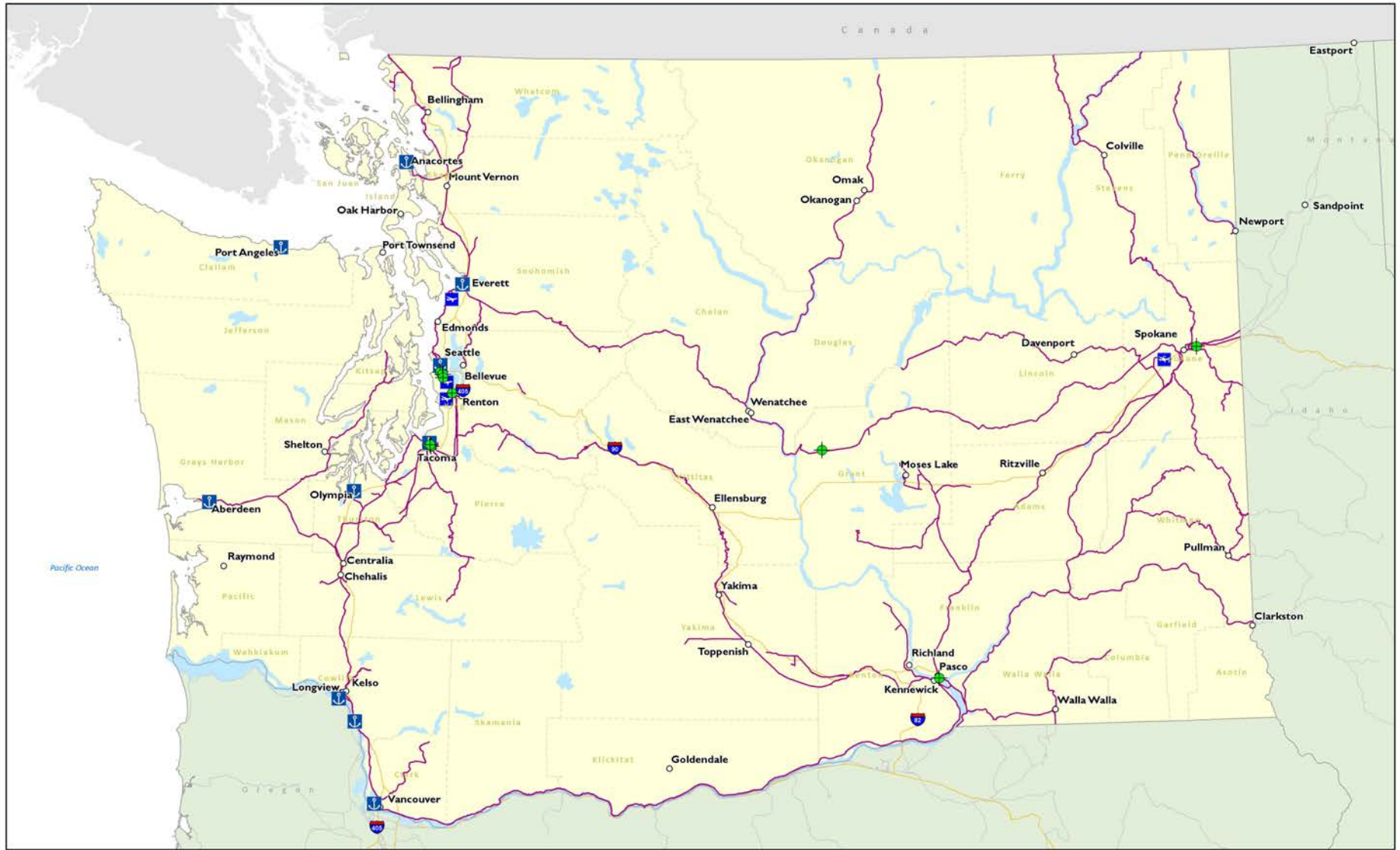
0 20 40 60 Miles

# Intermodal Container Transfer Facilities

- Intermodal Container Terminals
  - Transfer point for international cargo
  - Move Washington products to seaports for export
  - Transfer from rail to truck for domestic cargo

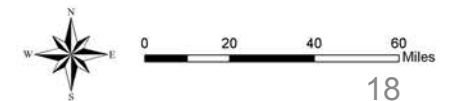
Name	Type	Rail Service Provider
Port of Seattle Intermodal Terminals	On Dock	BNSF/UP
Port of Tacoma Intermodal Terminals	On Dock	BNSF/UP
Tacoma South Intermodal Facility	Near Dock	UP
Seattle International Gateway	Near Dock	BNSF
Argo Intermodal Facility	Near Dock	UP
South Seattle Intermodal Facility	Off Dock	BNSF
Yardley Yard	Off Dock	BNSF
Port of Quincy Intermodal Terminal	Inland Port	Port of Quincy
Port of Pasco Intermodal Terminal	Inland Port	BNSF

# Washington State Intermodal Facilities



## Intermodal Facilities, Major Airports, and Major Marine Ports

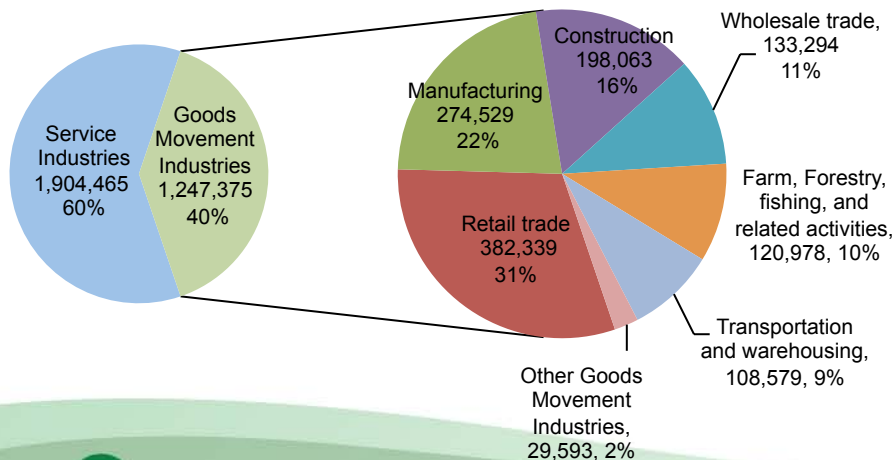
- |                       |               |                             |             |                   |
|-----------------------|---------------|-----------------------------|-------------|-------------------|
| Intermodal Facilities | Cities        | State Boundaries            | Interstates | Water Body        |
| Major Airports        | WA Rail Lines | Other Rail Lines Outside WA |             | County Boundaries |
| Major Marine Ports    |               |                             |             |                   |



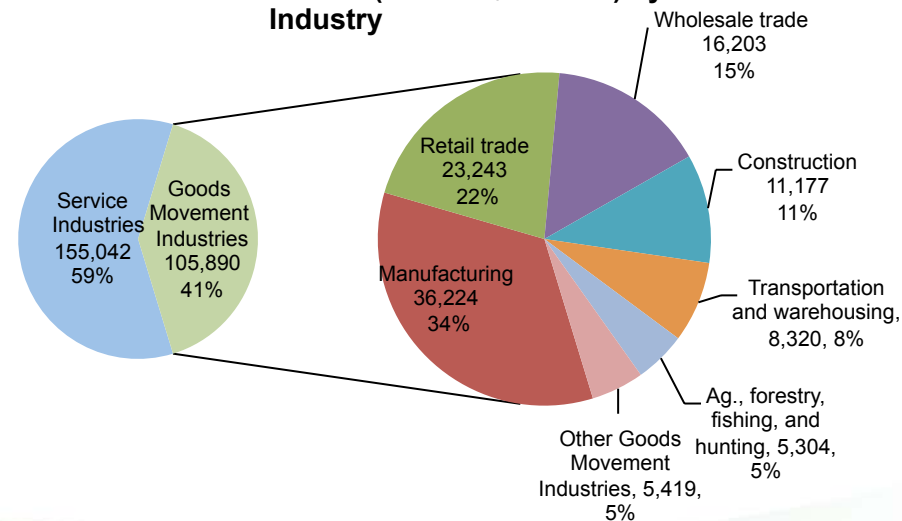
# Economic Significance of Freight Rail

- In Washington, the freight rail industry provides:
  - \$396 million in Class I wages and retirement benefits in 2010
  - 3,700 jobs from Class I railroads
  - Tax revenue from \$19 Billion in real and personal property
- Freight rail also supports goods movement industries that comprise 41% of Gross State Product and 40% of total state employment.

**2010 Employment by Industry**

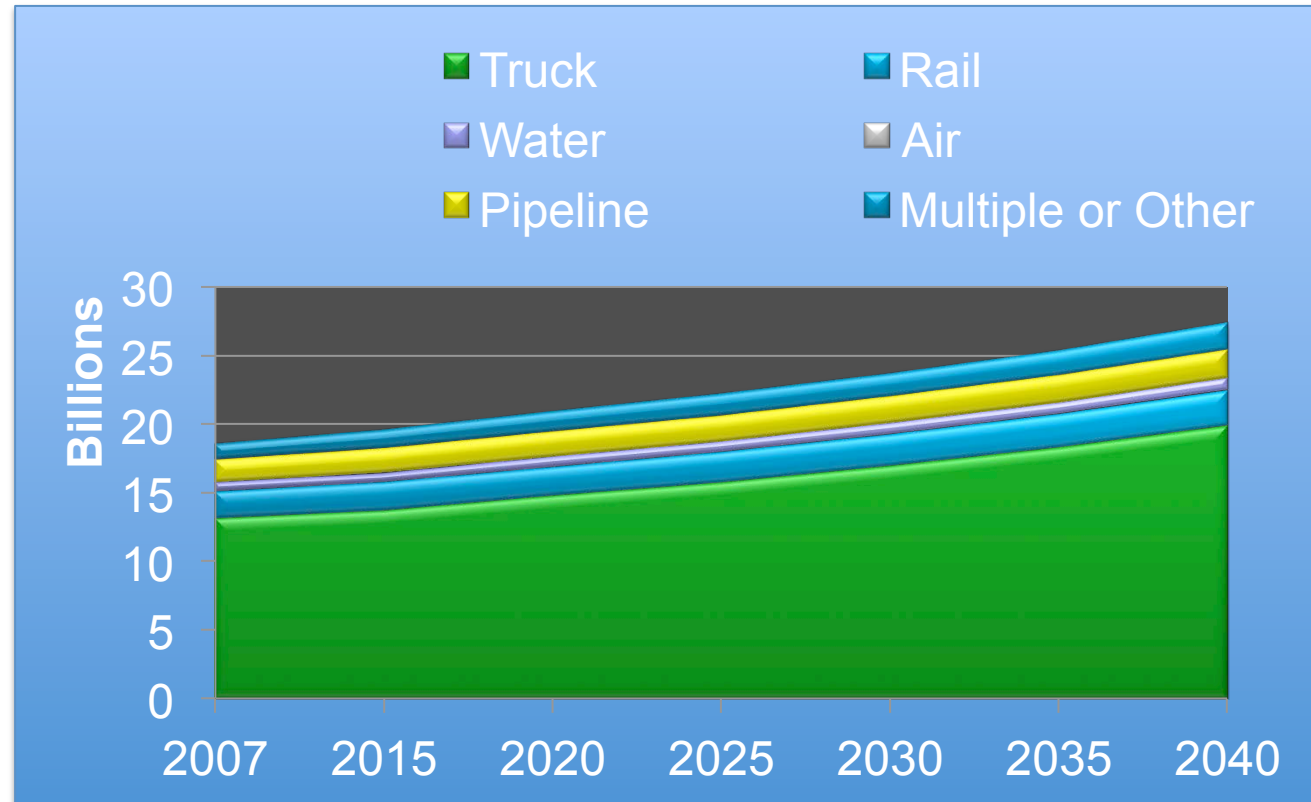


**2010 Real GSP Contribution (current \$Millions) by Industry**



# Freight Demand

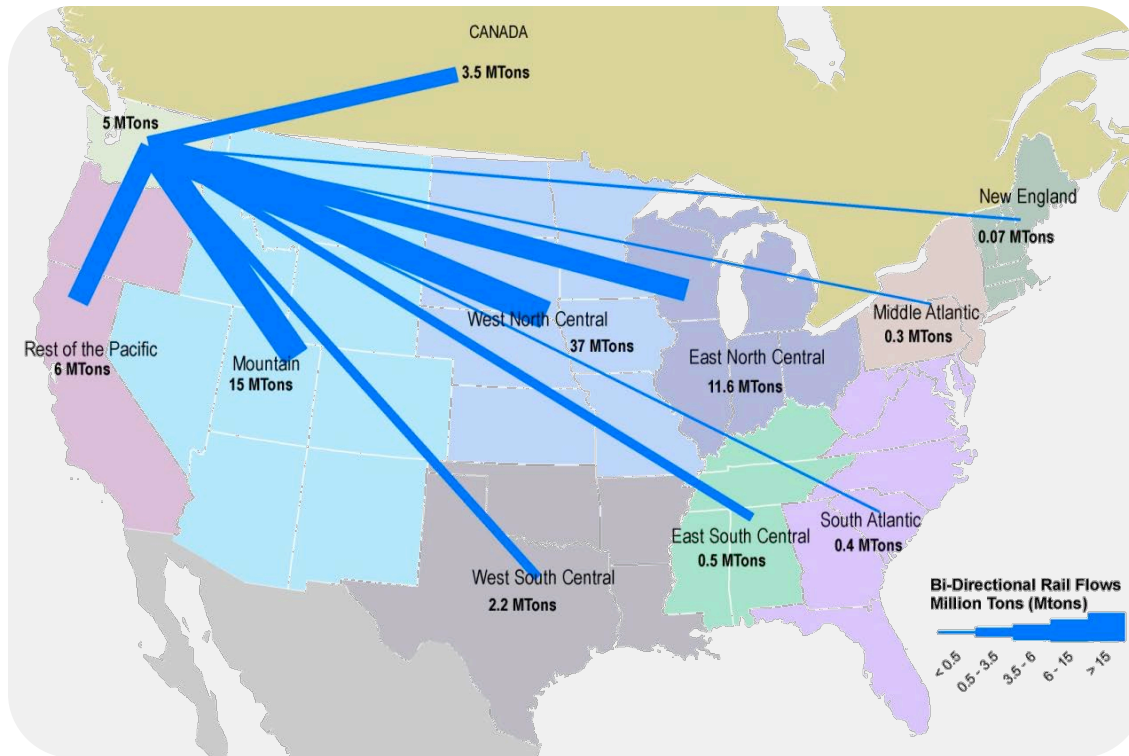
- National economy
- Changes in manufacturing patterns
- Fuel price fluctuation
- Major infrastructure / market developments (Coal ports, etc.)



Source: USDOT Freight Analysis Framework, version 3.2

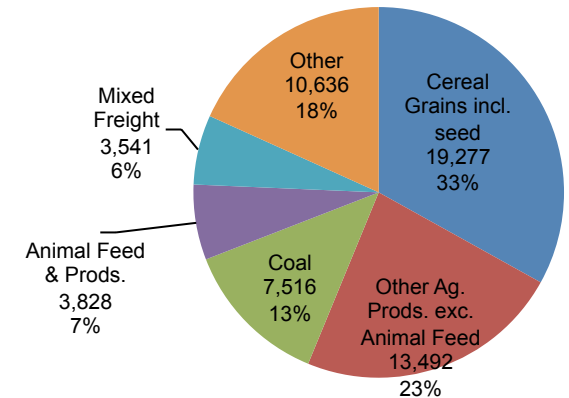


# Freight Rail Trading Partners and Commodities



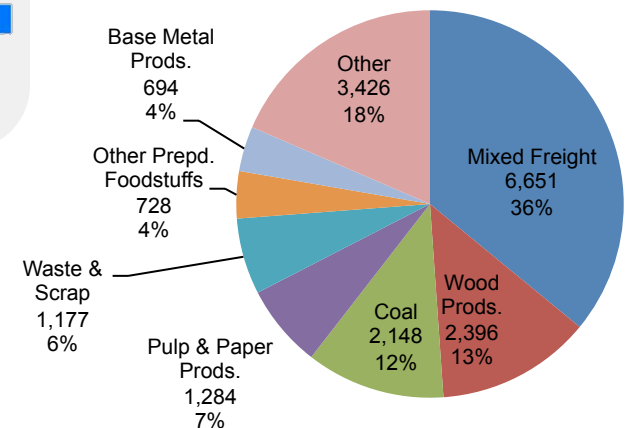
- Washington trades most with West North Central (45%), Mountain (18%) and East North Central region (14%) by rail.
- Inbound rail flows are largest (50%), followed by through flows (29%), outbound (16%) and intra-state flows (4%).

Total: 58,291 Thousand Tons



Inbound Rail Flows

Total: 18,504 Thousand Tons



Outbound Rail Flows

# Next Steps

- High level capacity analysis – identify opportunities and constraints on the rail system
- Compare to projected demand
- Identify current and future infrastructure / operational / institutional needs
- Identify priorities for public investment



# Passenger rail highlights

# Types of passenger rail

Light rail



Regional, commuter rail



Intercity passenger rail,  
emerging high-speed rail



Long-distance rail



*Short distance*

*Long distance*

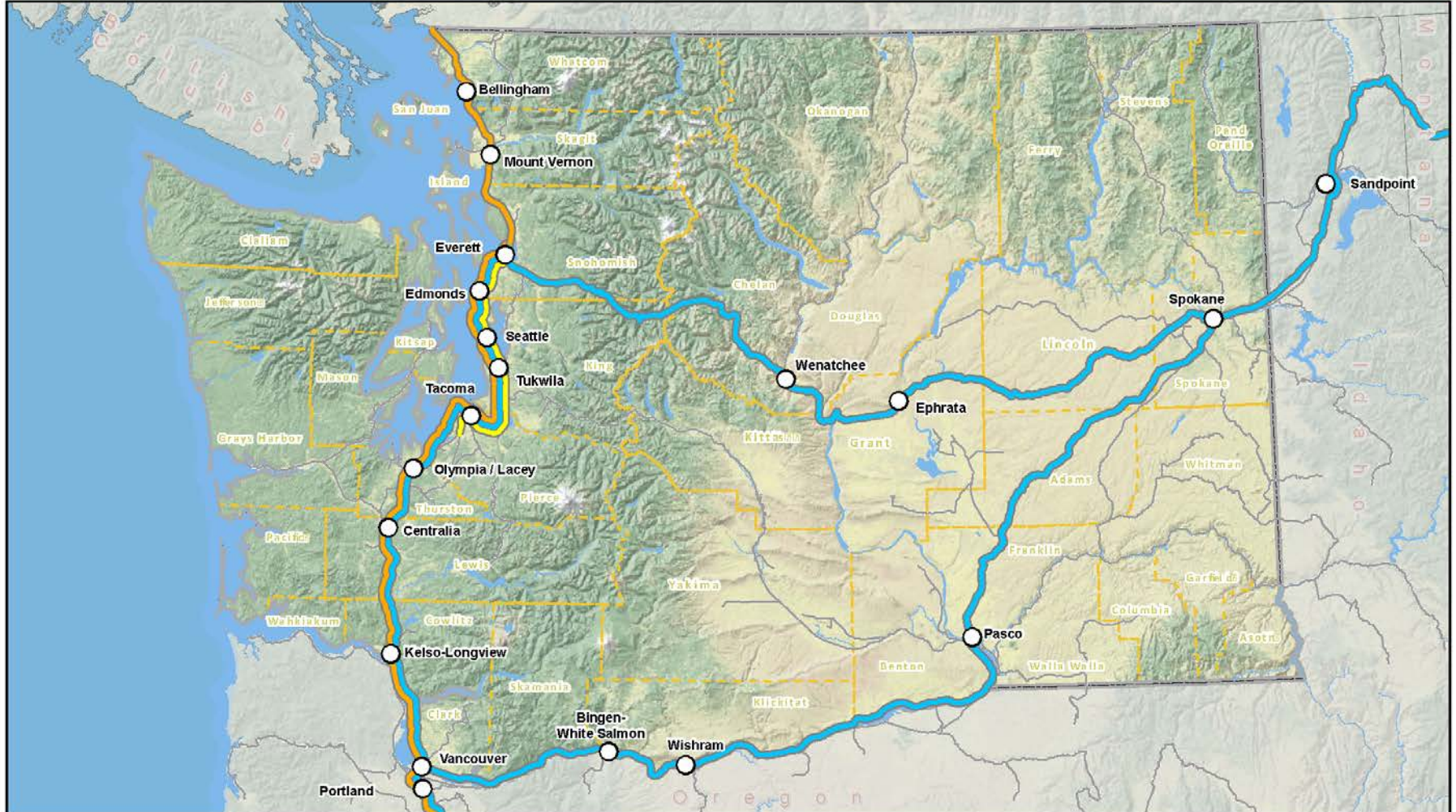
Within a metro area

Suburbs to major metro

Between major metros

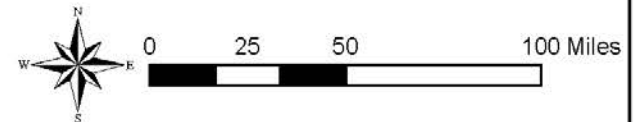
Cross-country

# Washington State Passenger Rail Service



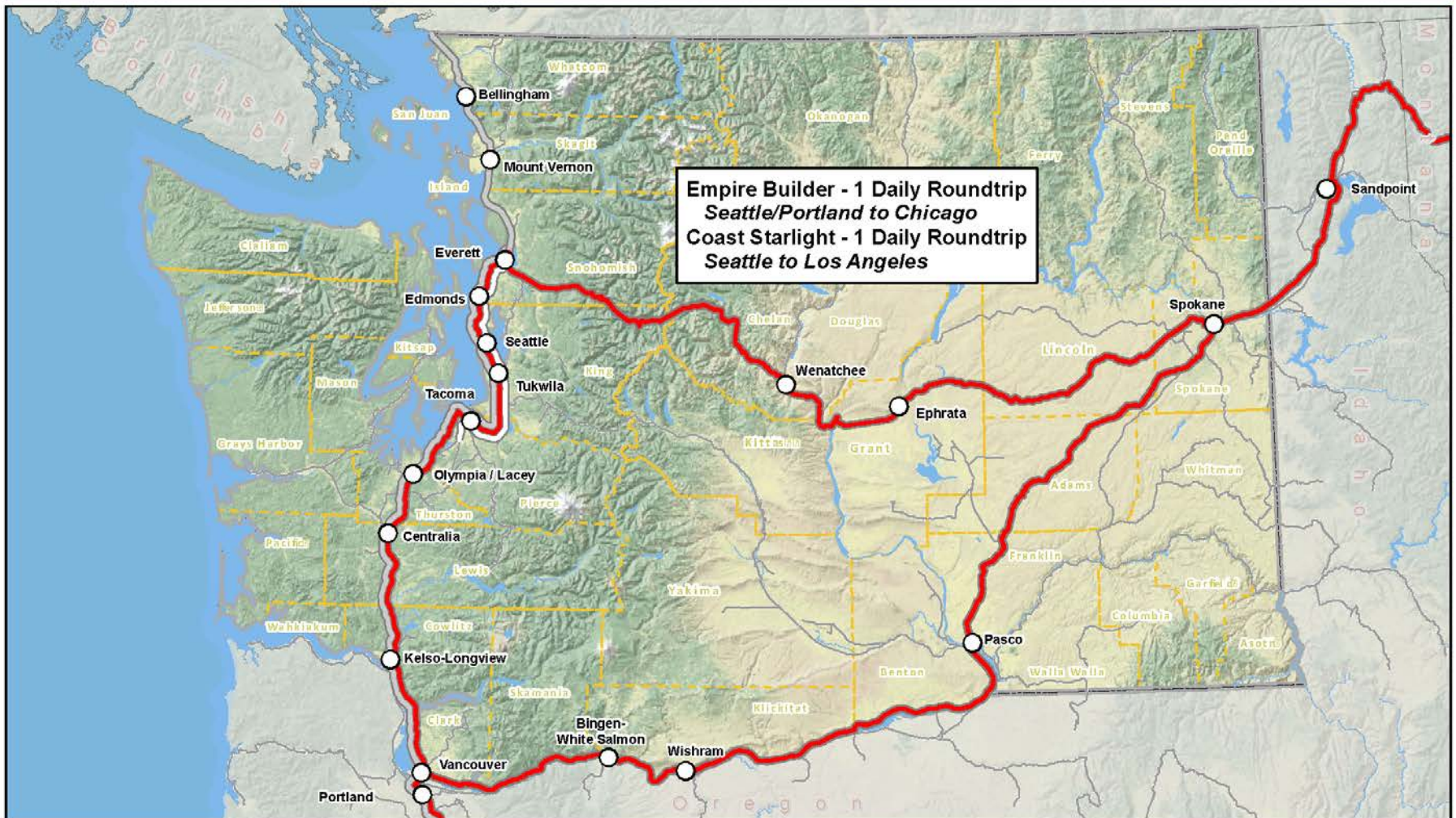
## Legend

- Passenger Rail Service**
- Commuter Rail
  - Intercity Rail
  - Long-Distance Rail
- Intercity/Long-Distance Rail Stations
- Active Freight Rail Lines
- County Boundaries





# Washington State Passenger Rail: *Long-Distance Service*



## Legend

### Passenger Rail Service

— Long-Distance Rail

— Commuter Rail

— Intercity Rail

○ Intercity/Long-Distance Rail Stations

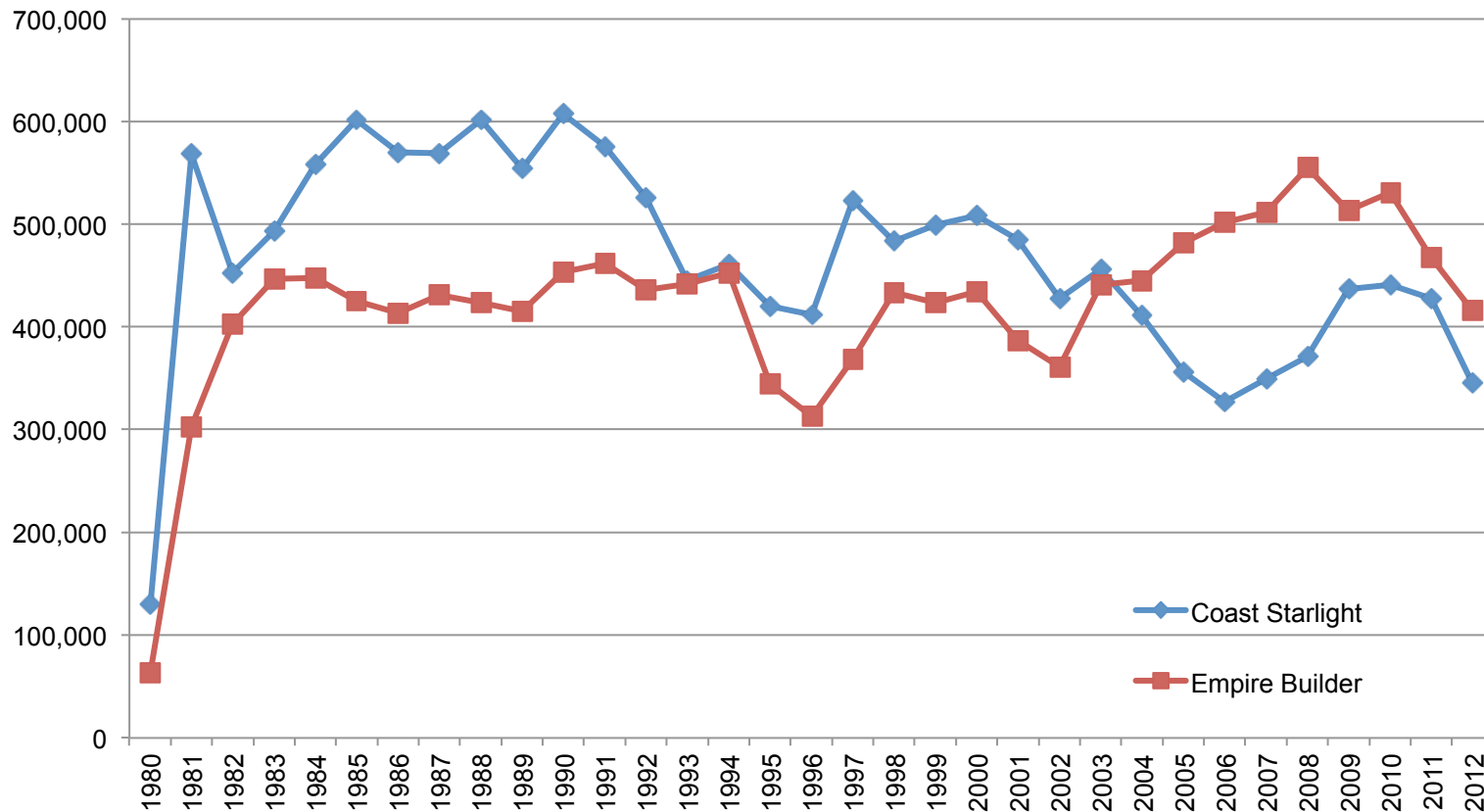
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--- County Boundaries



# Long Distance Rail

## Amtrak Empire Builder and Coast Starlight Ridership (1980-2012)

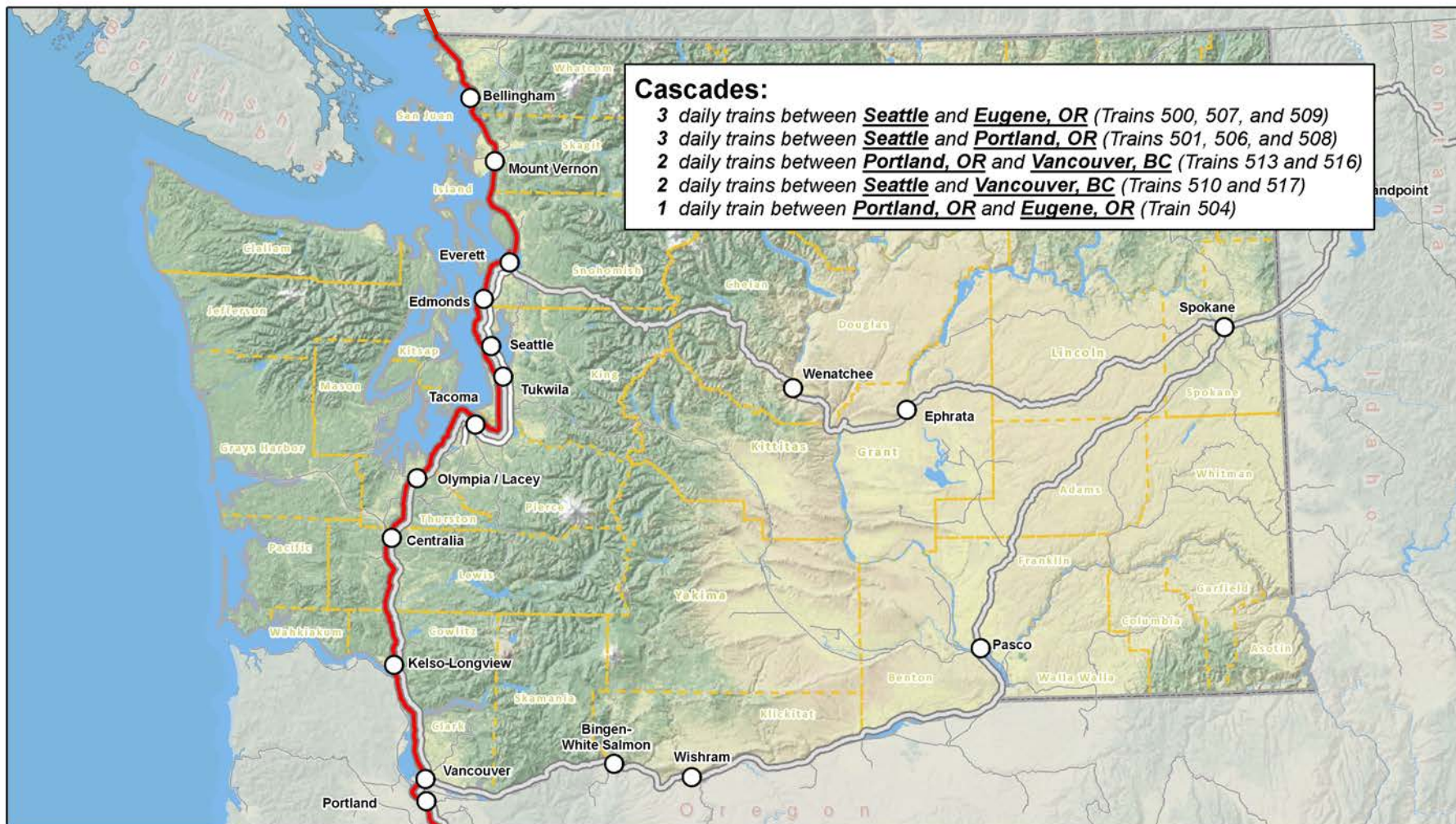


Source: Amtrak.

Notes: 1.) Ridership is in calendar year. 2.) 1980 includes Oct. - Dec. data only. 3.) 2012 includes Jan. - Sept. data only.



# Washington State Passenger Rail: *Intercity Service*

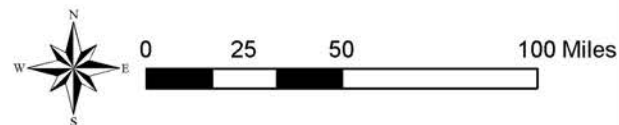


## Cascades:

- 3 daily trains between Seattle and Eugene, OR (Trains 500, 507, and 509)
- 3 daily trains between Seattle and Portland, OR (Trains 501, 506, and 508)
- 2 daily trains between Portland, OR and Vancouver, BC (Trains 513 and 516)
- 2 daily trains between Seattle and Vancouver, BC (Trains 510 and 517)
- 1 daily train between Portland, OR and Eugene, OR (Train 504)

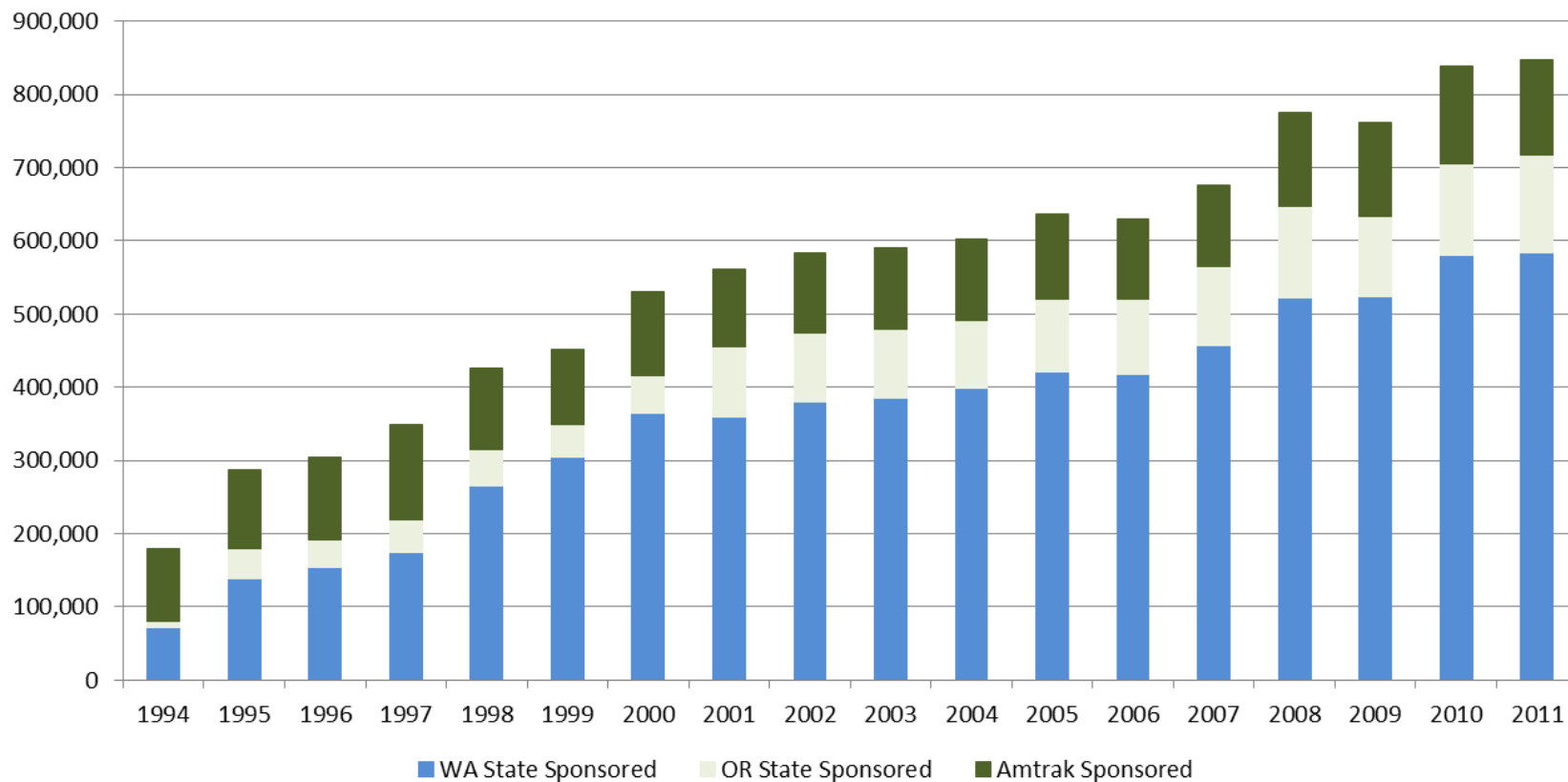
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  - Active Freight Rail Lines



# Intercity Rail - Cascades Ridership

## Amtrak Cascades Annual Ridership 1994-2011



**Data source:** Amtrak, WSDOT State Rail & Marine Division



# Passenger Rail Analyses

- Include analysis of long-distance routes in Washington
  - Coast Starlight from Los Angeles
  - Empire Builder from Chicago
- Build on Cascades corridor planning documents and statewide rail planning documents
  - FRA grant application support materials
  - Service Development Planning work products
  - This will include capital projects and operating plans
- Use WSDOT ridership models
  - Will provide details on future passenger rail use patterns
  - These data will feed benefit analysis of GHG and economic benefits
- Integrating with Sounder's long-range plans

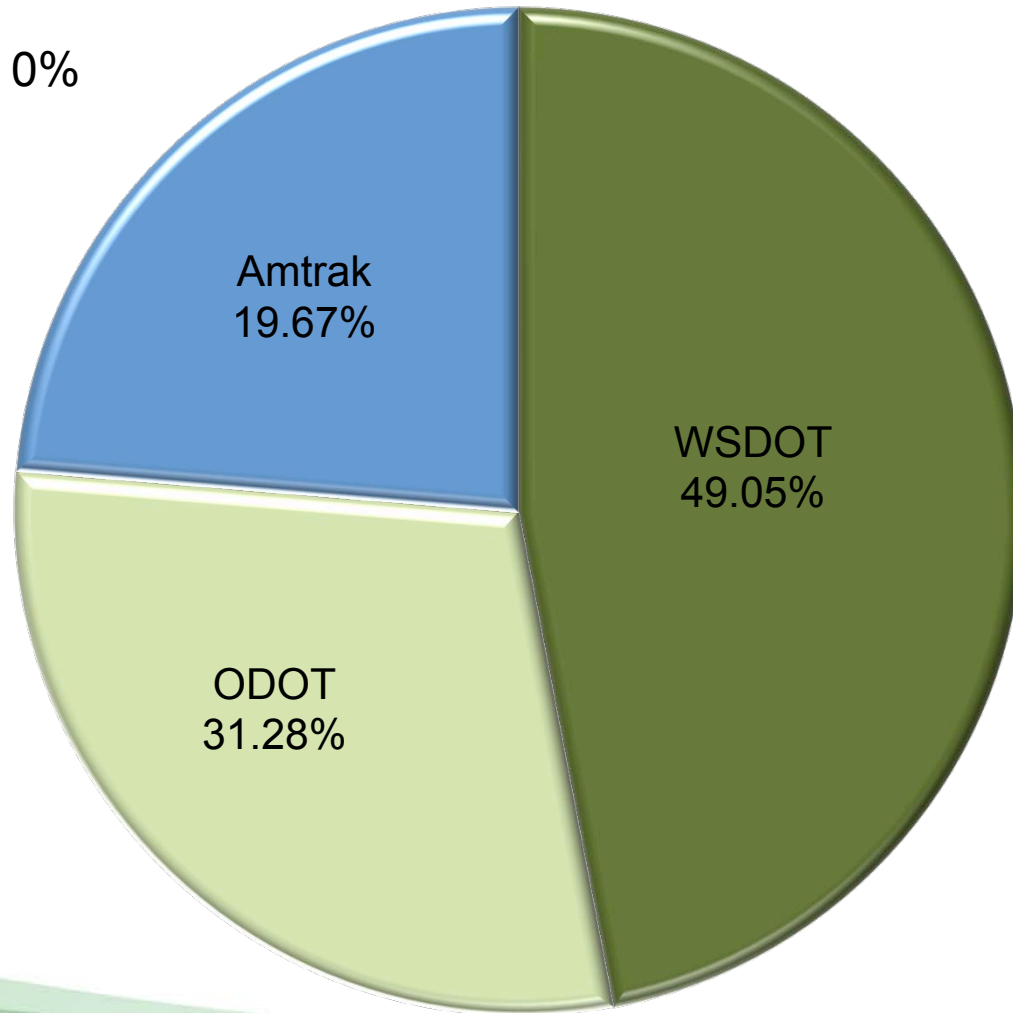
# PRIIA -

## Passenger Rail Investment and Improvement Act of 2008

- One Amtrak Cascades train between Seattle and Portland is currently funded by federal Amtrak dollars.
- Starting in October 2013, Washington and Oregon must absorb those costs
- WSDOT is working with Oregon to develop an implementation strategy.

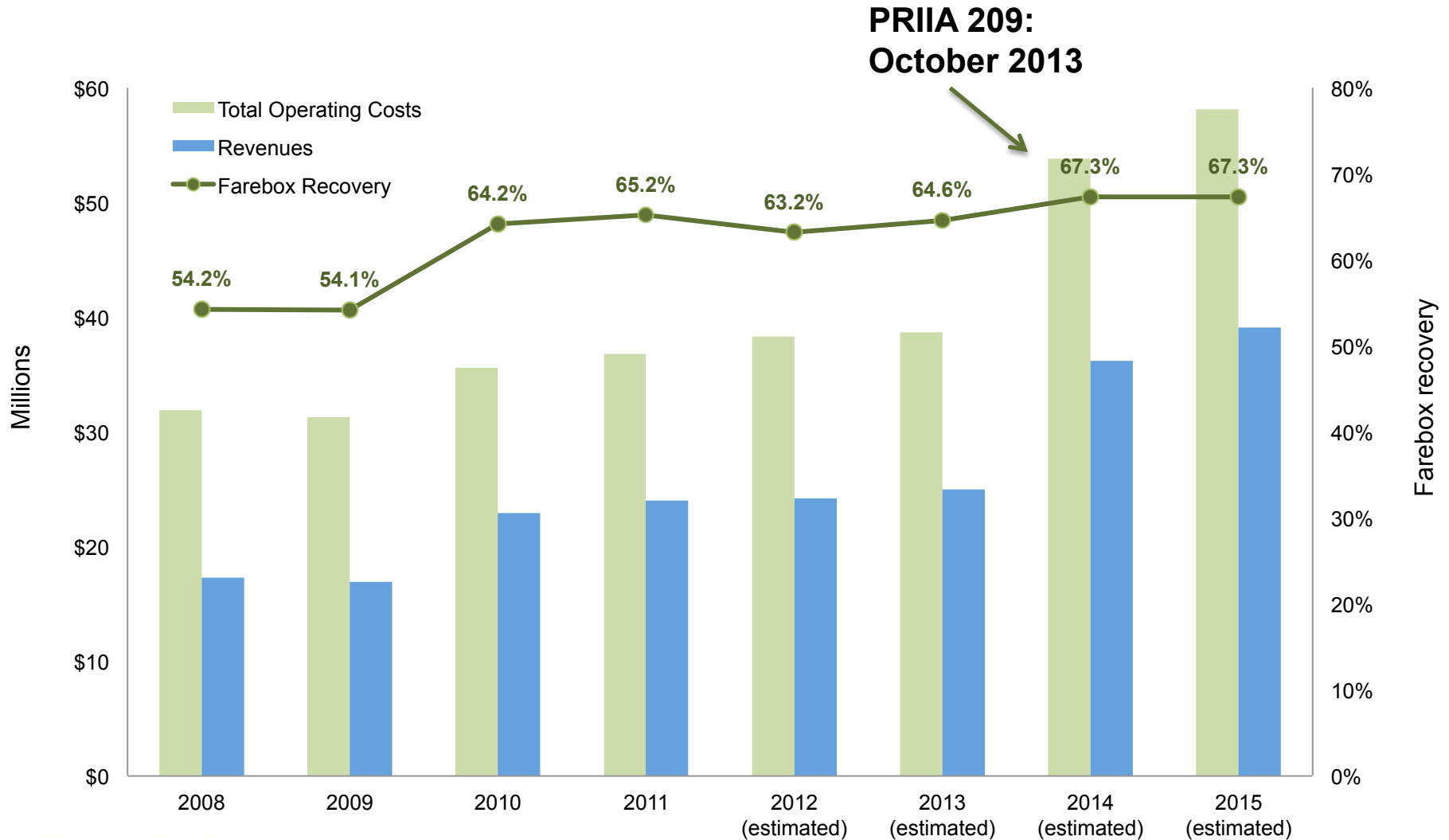
# Cost sharing for 2011/2013 Biennium, based on subsidy

October 2013 – Amtrak 0%



# Increasing revenues, reducing state subsidy

## Washington-financed trains



Source: WSDOT State Rail Division, based on Amtrak financial billing data and PRIIA 209 workbooks.

# Federally-funded investment outcomes

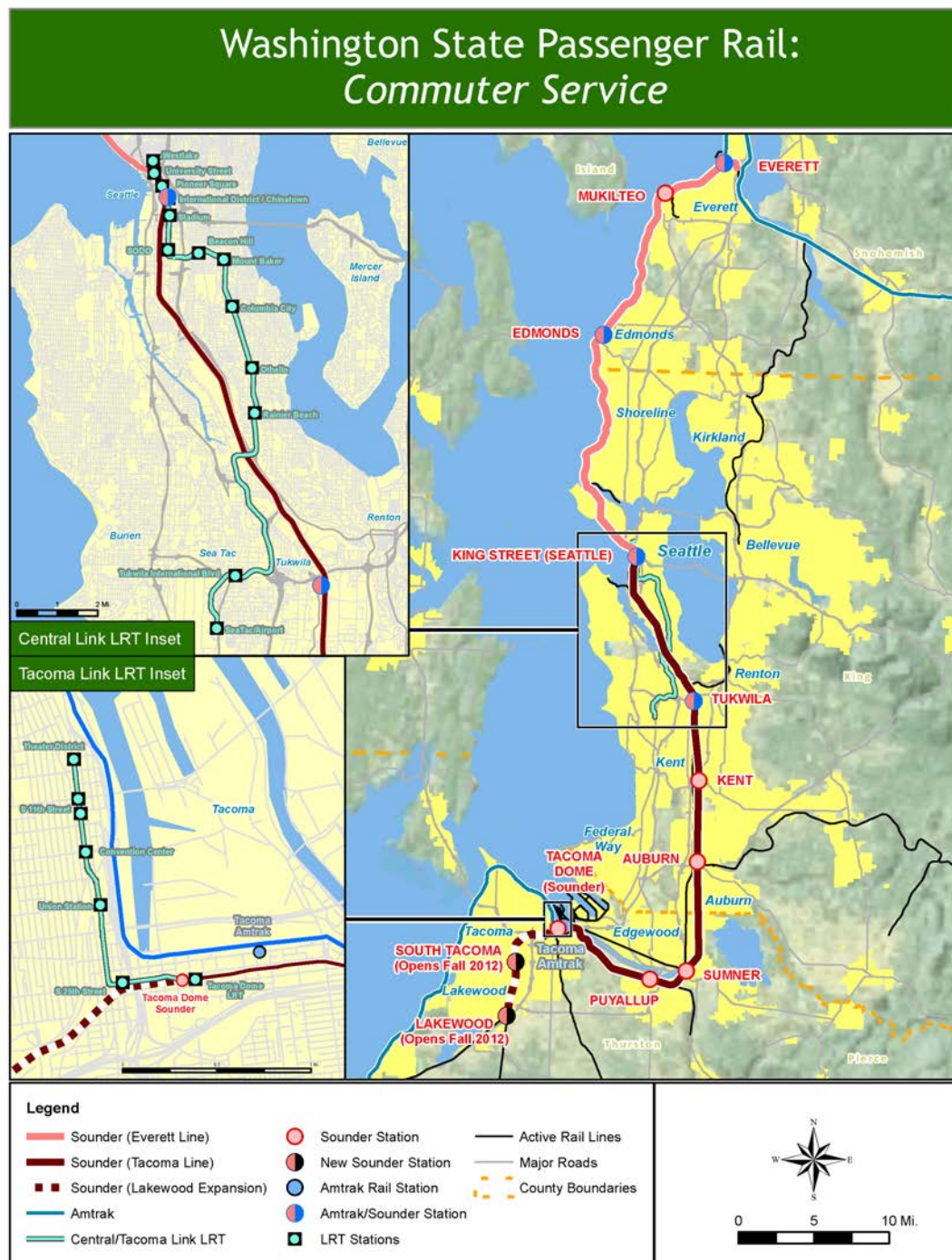
- Washington was successful in securing nearly \$800 million in federal funds due to strategic state investments
- Supports overall program goal of more frequent and reliable Amtrak Cascades service by 2017
  - Two additional round trips between Seattle and Portland, for a total of six
  - Improved on-time performance to 88%
  - 10-minute time savings
- 20 projects building additional rail-line capacity and upgrading tracks, utilities, signals, passenger stations and advanced warning systems





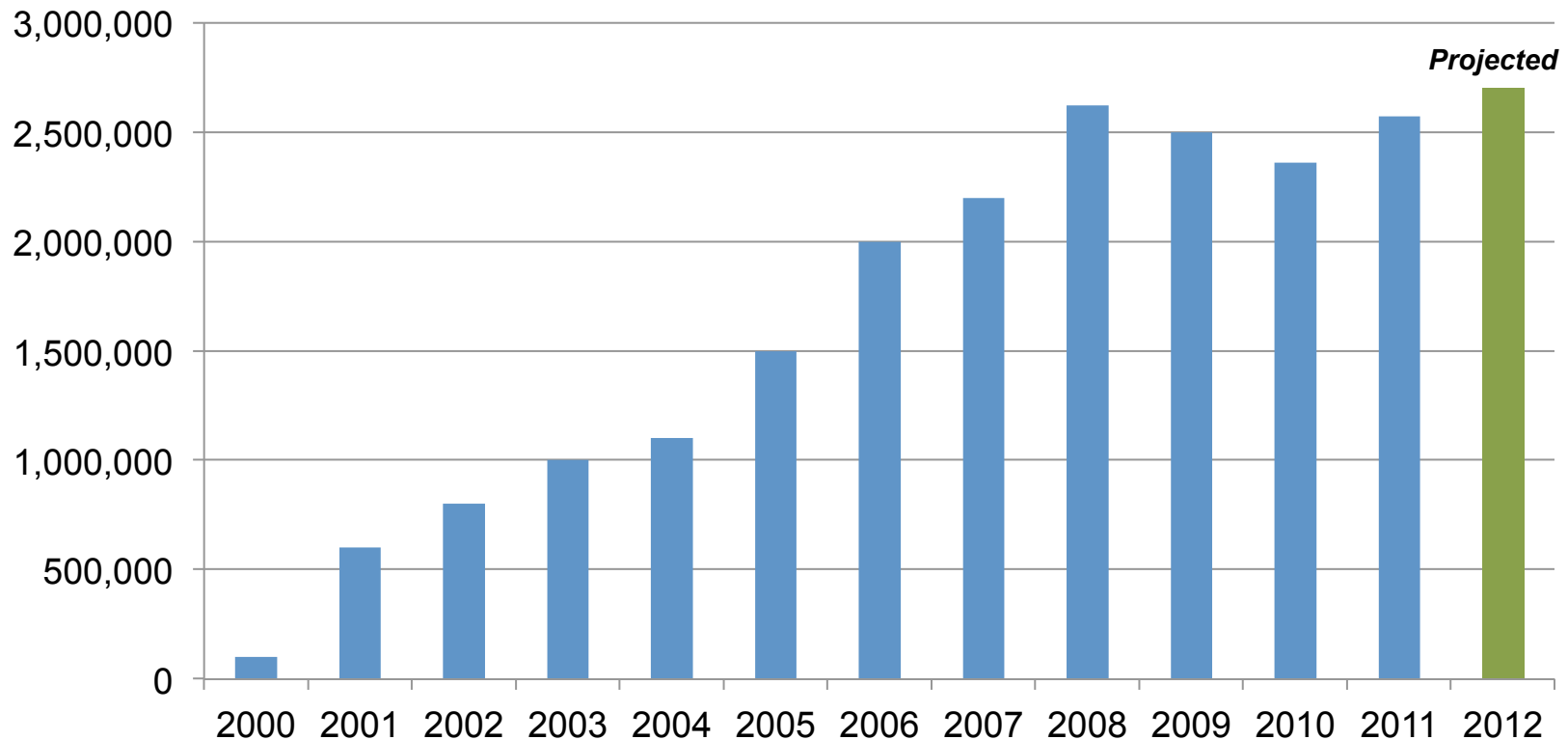
# Existing Sounder Passenger Service

- Southbound:
  - Everett to Seattle, 6 Daily Roundtrips
- Northbound:
  - Tacoma/Lakewood to Seattle, 9 Daily Roundtrips



# Sounder Ridership

## Sounder Annual Ridership, 2000 to 2012





# Vision, goals and objectives

# Working draft vision statement

Washington supports a sustainable, reliable, and high performance rail system that provides enhanced mobility and accessibility to both passenger and freight users, promotes both economic and community development, provides safe travel to all users, and minimizes environmental impacts through connectivity and multimodalism.

# Vision statement themes

- Safety
- Maintenance and preservation
- Sustainability
- Reliability
- High performance
- Enhanced mobility
- Enhanced accessibility
- Economic development
- Community development
- Minimizes environmental impacts
- Connectivity
- Multimodalism
- 
- 
- 
-

**Small group discussion:  
Which vision statement themes are most  
important to you?**

**Discussion until:  
10:35 a.m.**

**Small group reports**

**Reports until:**

**10:50 a.m.**

# Wrap-up and next steps

# Schedule milestones

<b>Dec 2012</b>	Public workshop Stakeholder interviews Complete rail system inventory
<b>Winter 2013</b>	Identify needs and opportunities Advisory committee meeting Project briefings
<b>Spring 2013</b>	Develop recommendations and implementation plan Advisory committee meeting
<b>Summer–Fall 2013</b>	Draft Washington State Rail Plan Public open house Project briefings
<b>December 2013</b>	Final Washington State Rail Plan

# Contact information

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